

EXHIBIT 33



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Edmund's test update. uh oh

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cgocifer · Registered

Joined Jan 23, 2015 · 271 Posts

✓ Discussion Starter · #1 · Apr 8, 2015

Uh oh...

Sporadic Clicking Noise - 2014 Ram 1500 EcoDiesel Long-Term Road Test

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👍 RobSST

Reply



OilBrnR · Premium Member

Joined Nov 3, 2014 · 1,086 Posts

#2 · Apr 8, 2015

Yikes! Hope someone checks the timing gear before it's too late

 RobSST

Reply



cgocifer · Registered

Joined Jan 23, 2015 · 271 Posts

 Discussion Starter · #3 · Apr 8, 2015

Hopefully its nothing but looks like same pattern others on here have experienced: all well until around 20k or so miles then a failure, towed to dealer for head scratching and repairs, back on the road, more suspect issues, back to dealer for more head scratching, then boom! Lol this should be interesting



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 RobSST and RandyF

Reply

H

horn.blower.58 · Banned

Joined Feb 17, 2015 · 80 Posts

#4 · Apr 8, 2015

Junk

 hour and RobSST

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97hmcs · Administrator

Joined Jun 5, 2014 · 8,563 Posts

#5 · Apr 8, 2015

horn.blower.58 said: 

Junk

Reply



RandyF · Registered

Joined Feb 24, 2015 · 118 Posts

#6 • Apr 8, 2015 (Edited)

Time for FCA to step up, and have a long-term solution to this debacle of an engine. I'm regretting my hasty purchase more and more. I don't mean to sound all negative, but this is my hard-earned daily driver, and I can't afford to trade it, just because I'm afraid of impending failure. Design or procure a **reliable** drop-in replacement, or I see a class-action suit in the future.

To be clear, I absolutely **LOVE** driving mine, but I shouldn't have to check the coolant for oil every time I park it.

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 gawoods, Davemd, hour and 1 other person

Reply



BlueMerleBC · Administrator

Joined Aug 15, 2014 · 4,550 Posts

#7 • Apr 8, 2015

Must not be too concerned about it or they wouldn't be putting another 4K miles on it and waiting for the 30K oil change.

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cgocifer · Registered

Joined Jan 23, 2015 · 271 Posts

✓ Discussion Starter · #8 · Apr 8, 2015

BlueMerleBC said: ⬆

Must not be too concerned about it or they wouldn't be putting another 4K miles on it and waiting for the 30K oil change.

They probably haven't been to this forum... Lol

Who knows? May be nothing. Then again, their engine may blow. Could be the timing gear bolt coming loose... Could be an exhaust leak, could be a rocker arm or a cam follower, or nothing. However, a ticking from an engine usually means some kind of bad news. A modern engine with less than 30k miles shouldn't tick regardless.

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👍 gawoods and RobSST

Reply



howie12 · Registered

Joined Jun 20, 2014 · 4,694 Posts

#9 · Apr 8, 2015

RandyF said: ⬆

Time for FCA to step up, and have a long-term solution to this debacle of an engine. I'm referring my hasty purchase more and more. I don't mean to sound all negative, but this is my hard-earned daily driver, and I can't afford to trade it, just because I'm afraid of impending failure. Design or procure a **reliable** drop-in replacement, or I see a class-action suit in the future.

To be clear, I absolutely **LOVE** driving mine, but I shouldn't have to check the coolant for oil every time I park it.

I feel no need to check my coolant for oil on a regular basis or any other basis. (btw I once had a Subaru and felt that need and to check the oil for water regularly too and replaced head gaskets and cylinder insert shims a few times.) I open the hood every 3 or 4 thousand miles to look around and check the oil. Have found no need to do anything except change the oil and have 18,313 miles on it. I have no idea if, statistically, the ED has more problems than any other vehicle. The only thing you can conclude on that

from this FORum is that some people have had no problems, some have had a minor problem or two and a few people have had a major problem that the dealer/FCA cannot cope with well. IMHO you cannot conclude that lots of trucks, statistically, have serious problems from this Forum.

 OLDESCOTSMAN, Davemd, Diesel Dave and 1 other person

Reply



Kasperag04 · Registered

Joined Aug 2, 2014 · 211 Posts

#10 · Apr 8, 2015

I had a clicking noise from the front of my motor. The dealer change the timing gear tensioner. And all is well. Sounds similar in that it would come and go. They said that it would loose pressure. Took them a couple of days

They said that the books under estimate the actual job

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N

NinerBikes · Guest

Joined Dec 31, 1969 · 0 Posts

#11 · Apr 8, 2015 (Edited)

Reply



cgocifer · Registered

Joined Jan 23, 2015 · 271 Posts

 Discussion Starter · #12 · Apr 9, 2015

NinerBikes said: 

Fuel system problem.... [Back in Service - 2014 Ram 1500 EcoDiesel Long-Term Road Test](#)

That, my friend, sounds as close to a Bosch CP4.2 HPFP Failure as they come. Metal in the fuel rail and injectors, when fuel is prefiltered before it even hits the HPFP, along with all the tank, fuel lines, filters, etc, is the sign of the Bosch CP4.2 HPFP. It's a pretty common failure mode, and it's not a good one. It's a pretty common failure mode, and it's not a good one.

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Oh boy, more pending doom! So, these trucks don't like cold weather and they also don't like hot weather? Wtf? I bought a truck to use like a truck, not to baby it like a fragile flower. Good thing I have a warranty and a second truck to use if this one ends up in the shop for a month...

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 OLDESCOTSMAN

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Top · Registered

Joined Apr 26, 2014 · 1,850 Posts

#13 · Apr 9, 2015

I do recall TC Diesel saying to [remove the foam sound insulation from the engine](#) and don't run the fuel tank low in hot weather to keep the HPFP happy.

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 OLDESCOTSMAN

Reply



robertm · Registered

Joined Jun 18, 2014 · 1,895 Posts

#14 · Apr 9, 2015

Top said: 

I do recall TC Diesel saying to **remove the foam sound insulation from the engine** and don't run the fuel tank low in hot weather to keep the HPFP happy.

Why remove the insulation?

 OLDESCOTSMAN

Reply



Top · Registered

Joined Apr 26, 2014 · 1,850 Posts

#15 · Apr 9, 2015

robertm said: 

Why remove the insulation?

So that the pump will run cooler.

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 OLDESCOTSMAN

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Mopar73340 · Super Moderator

Joined Jan 11, 2015 · 2,541 Posts

#16 · Apr 9, 2015

Top said: 

So that the pump will run cooler.

I removed the insulation on mine last week. As I said then it couldn't hurt anything and I guess I was right. I just couldn't remember at the time who had said it would help the pump.

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 OLDESCOTSMAN

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M**mrmopar64** · Registered

Joined Apr 15, 2014 · 60 Posts

#17 · Apr 9, 2015

I would be interested for anyone to provide some actual thermocouple temperature data indicating that the sound insulation foam around the high pressure pump leads to too high temperatures around the pump. I've had the pleasure to work with Bosch in OEM environments for a number of years and they'll never release a part to production if it doesn't meet strict criteria for in-vehicle functionality against temperature, pressure, vibration, etc.

Also, I'd like to correct a few points in Niner's post that aren't 100% correct.

1) Not all CP4.2 pumps are created equal and for sure the only thing shared with the Ram's pump against the VW one is the general design. Typically VW hasn't put the anti-wear coatings inside the pump on the plungers and rollers that the VM engine has, but this only protects against low-lubricity fuels. It's a wear package coating like was used on the Jeep Liberty's engine for the US. The failure mode shown in the pictures above occurs when the plungers rotate inside their bore and the roller is now perpendicular to the camshaft inside the pump. Now the roller is dragging along the cam lobe instead of rolling on it and pumps all these metal particles inside the pump. Generally this failure is not linked to pressure spikes inside the pump but tolerances and/or internal spring force that in some situations doesn't keep the plunger and roller rotated correctly in the bore.

2) The device that sits between the two cylinder heads of the pump isn't a pressure sensor but it is the volume control solenoid that meters the amount of fuel that can go into the pumping chambers and then out to the two rails. If there is metal inside that bore when you remove the metering unit, it's not always an indication that metal has made it up into the rails and injectors since the screen around the metering unit stops the majority of it. However, the typical replacement is of everything if you find metal at the screen.

Hope this info is useful and interesting.

 OLDESCOTSMAN, RandyF, howie12 and 3 others

Reply

N**NinerBikes** · Guest

Joined Dec 31, 1969 · 0 Posts

#18 · Apr 9, 2015 (Edited)

Reply



Udontknowjack · Registered
Joined Mar 24, 2015 · 80 Posts

#19 · Apr 9, 2015

This is sad. What's next?

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Reply



cgocifer · Registered
Joined Jan 23, 2015 · 271 Posts

✓ Discussion Starter · #20 · Apr 9, 2015 (Edited)

Udontknowjack said: ⬆

This is sad. What's next?

Yeah, I'm tired of all of this b.s. I'm going to drive my truck normally, not going to baby it or walk on egg shells. My truck didn't come with a pink bow on it nor did it come with a special driving procedure. I'm not buying a fancy gauge that I have to watch regularly so that I don't shut the truck down in the middle of a regen, I'm not going to drive an extra 10 minutes to ensure the dpf doesn't choke, etc. If this \$48k truck is that temperamental and that much of a POS, then I hope it blows the hell up or breaks down while still under warranty and before resale tanks and this turd turns into another failure like the Pinto or Yugo. Then, I'll get it fixed and trade it in on a Chevy or Ford. Once warranty does expire, its getting traded regardless.

And if this truck is a big POS, then I hope all of them sht the bed and the bad rap ruins FCA for good.

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